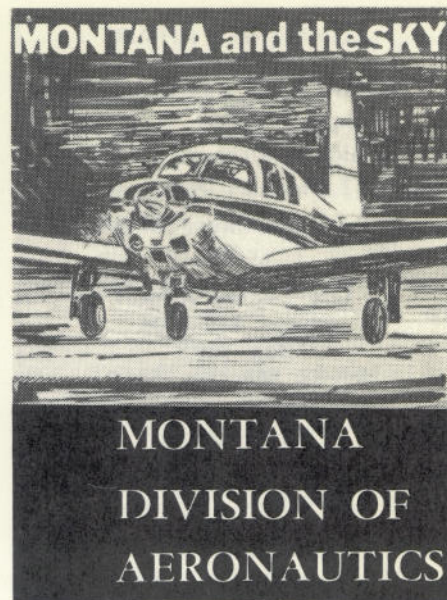




New Flying Farmer Officers installed: Left to right—Ted Sherwood, Billings; Jerry Fachner, Wolf Point; Ed Nick, Kalispell; Dorothy Langhus, Big Timber; Helen Stephens, Chinook; William Taylor, Great Falls.



Vol. 26 — No. 10

October, 1975

YELLOWSTONE AIRPORT CLOSED FOR THE SEASON

By: TED MATHIS, Airport Manager

The Yellowstone Airport officially closed for the season on October 1. During the season 19,387 persons took advantage of the available airline service and there were over 3,400 aircraft operations at the facility.

Improvements on the airport this year included completion of a new Crash/Fire/Rescue building, instrument landing system, visual approach slope indicator, and a 5,000 gallon fire truck tanker.

Although the airport is legally closed, pilots may use the facility at their own risk until the weather prohibits such use.

MONTANA AIRPORT MANAGEMENT ASSOCIATION ANNUAL MEETING

Frank Wolcott, President of the Montana Airport Management Association, announced that MAMA will hold its annual meeting in Helena on November 20 and 21, 1975, beginning at 1:00 p.m. on the 20th.

There are many important items facing Montana Airport operators at this time such as proposed new ADAP legislation, CAB proposed de-

regulation of airlines, Division of Aeronautics' involvement in airport development and assistance, and proposed new noise regulations.

It is felt that every airport operator should get involved and be completely informed as to what is new and now happening in the airport industry.

Everyone is invited and urged to attend, such as Airport Managers, Board or Commission members, City Commissioners, County Commissioners, Mayors and anyone who is involved in management of your airport.

Further information will be mailed out by MAMA, or you can write Hugh R. Kelleher, Executive Secretary, MAMA, Airport Manager, Helena Airport, Helena, Montana 59601.

AERIAL APPLICATORS TRAINING SCHEDULED

We have been advised by Robert H. LaRue, Pesticide Division of the Department of Agriculture, that the Montana Department of Agriculture, in cooperation with the Extension Service, will conduct a pesticide applicators' training course in Bozeman, March 22-26, 1976.

This course is designed for aerial applicators to become certified to purchase and apply restricted use

pesticides. Certification is required by the Federal Insecticide, Fungicide, and Rodenticide Act, as amended, passed by Congress and signed into law October 21, 1972. FIFRA also requires that the Environmental Protection Agency classify all pesticide products into "general" and "restricted use." Commercial applicators desiring to use only general use pesticides will be licensed and those applicators desiring to purchase and use restricted use pesticides will be certified.

Complete details about this course will be given in our February newsletter.

COLSTRIP CLOSED TO THE PUBLIC

Word has been received from Western Energy Company that the airstrip owned by them at Colstrip, Montana, is a private landing field and is closed to the public. They say it has not been designed, constructed, or intended to be open to the public. They also contend that before such field is opened to the public, if ever, several modifications to physical facilities will have to be made, none of which is under way at present.

The company solicits cooperation in respecting the private designation of this field.

**COMMUNITY AFFAIRS
DEPARTMENT OF
DIVISION OF AERONAUTICS**

**Thomas L. Judge, Governor
Ronald P. Richards, Director
Martin T. Mangan, Deputy Director**

**Official Monthly Publication
of the**

**City/County Airport
Phone 449-2506
Box 1698**

Helena, Montana 59601

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MONTANA AND THE SKY is published monthly in the interest of aviation in the State of Montana.

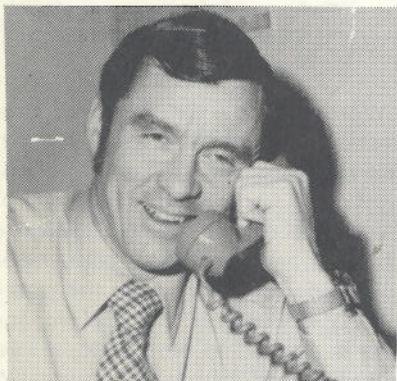
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Edited by: Bernice M. Peacock



Administrator's Column



I attended the National Association of State Aviation Officials Convention held in Louisville, Kentucky September 28 — October 2, 1975. The NASAO is an organization of aero-

nautics and department of transportation directors from every state in the U.S., excluding Colorado and Nevada. Colorado and Nevada do not have aeronautics departments. Alaska and Hawaii are included in the membership. I feel, as I have always felt, that Montana's participation in this organization is of vital importance. This is an annual meeting where we can have direct contact with the heads of the Federal Aviation Administration, the Department of Transportation, and special interest groups, all headquartered in Washington, D.C. Some of the special interest groups are the Air Transport Association, the Aircraft Owners and Pilots Association, General Aviation Manufacturers Association, Jeppson, National Association of Counties, and the Aviation Consumer Action Project. Many exchanges of ideas are presented in both the administrative and technical fields. I am sure the main issue, and probably the issue all states are presently concerned with, is the new proposed ADAP program. This is the Airport Development Aid Program which is still in the formative stages in the House and Senate. This program is of vital interest to Montana as it will provide financial aid to many of the airport construction programs now in progress, plus aid new construction of airports and facilities. This new bill will include general aviation airports. By this, I mean airports not served by certificated air carriers, and we feel this will be of great benefit to all Montanans.

* * * * *

I attended the Flying Farmers Convention held in Kalispell October 3, 4 & 5. In spite of adverse weather conditions on Friday, it was well attended. There were many out-of-state and Canadian members present.

The new officers were elected as follows:

President—Bill Taylor, Great Falls.

Vice President — David Stephens, Dutton.

Secretary-Treasurer — Helen Stevens (Mrs. Howard), Chinook.

Directors:

Jerry Fachner, Wolf Point.

Edwin Nick, Kalispell.

Ted Sherwood, Billings.

Queen, Leona Strouf (Mrs. Richard), Moccasin.

* * * * *

The meeting regarding an increased fee for aircraft registration was held Friday, October 10, at 11:00 a.m. here at the Aeronautics Division and those present were:

Glen Leavitt, Legislative Audit Office, Helena.

Virgil Compton, International Flying Farmers, Whitehall.

Mrs. Virgil Compton, Flying Farmers, Whitehall.

Bill Taylor, President Montana Flying Farmers, Great Falls.

Dale Dean, Montana Department of Revenue, Helena.

Jim Snodgrass, Fry's, Inc., Big Timber.

Donald R. Powell, 1st State Bank, Big Timber.

R. W. Ferguson, President, Montana Aviation Trades Assn., Big Timber.

Russell Ferguson, Yellowstone Air Service, Livingston.

Mike Ferguson, Administrator, Division of Aeronautics.

Bernice Peacock, Administrative Assistance, Division of Aeronautics.

Dale Dean explained some of the problems that the Department of Revenue anticipate in administering the new House Bill 121, and explained how the taxes would have to be paid under the provisions of this new bill. The cost of aircraft registration vs. the cost of pilot registration was also discussed at length and it seemed to be the general feeling among everyone present that the heavy financial burden was incurred by the pilot registration rather than the aircraft registration and it was suggested that we should consider charging on a cost basis for some of the items now given out free with the \$1.00 pilot registration, and that little if any increase should be assessed against aircraft registration.

Mr. Dean, Mr. Leavitt and I felt

this was a very informative and beneficial meeting and I am sure we all benefitted from it. The matter of aircraft registration fee is presently under consideration and a decision will be made in the very near future regarding any possible increase in that fee.

AIRPORT NOTES



By: DAVID C. KNEEDLER, Chief
Airport/Airways Bureau

I have three things to discuss this month. First is a brief report on the 44th Annual Meeting of the National Association of State Aviation Officials. This meeting was held in Louisville, Kentucky from September 29 through October 2. Of all of the meetings we are called upon to attend, the NASAO meetings are beyond any doubt of the most direct benefit to our work and the Louisville meeting was no exception. These get-togethers are usually divided into the two general areas of administration and technical matters with some sessions running concurrently. Since Mike and I both went to the meeting, we were able to participate in and benefit from all sessions.

Some of the topics discussed in the technical sessions included: streamlining the grant-in-aid programs, use of non-destructive testing devices (pavement densities, etc.), the new FAA standard for low intensity lighting fixtures, VASI, environmental consideration during construction, skid resistant pavement surfaces (alias popcorn seal), new FAA standard construction specifications, the continuous planning process. Incidentally, we will probably see some

change in the FAA low intensity lighting fixture specification since the spec as it's now written will nearly double the cost of the low intensity fixtures currently on the market. Resolutions were passed regarding the interim standard microwave landing system, proposed FAA Order 5050.2A (on processing airport development actions affecting the environment), opposing an expansion of FAR Part 107 enforcement and others. I'll not take further space by detailing any of the above so if any of you are interested in further details, be sure and let us know.

* * * * *

The second thing on my mind is the public hearing on airport noise which was held in Missoula the afternoon and evening of September 22. The meeting was poorly publicized and equally poorly attended and this should be of great concern to us all. It was one of four hearings nation-wide with the announced purpose of giving the public a voice in shaping a national "Airport Noise Policy". Aircraft noise and the resulting litigations are a problem which has even been felt in our sparsely populated state. The problem will continue to grow and it is closely related to land use zoning. In addressing the question, the FAA is considering action alternatives which range from imposition of federal regulations enforced by the FAA to doing virtually nothing.

I strongly believe that the last thing we want or need is one more federal regulation with which we must comply. We have seen numerous examples of regulations conceived to solve certain problems in certain locations but applied nationwide regardless of relevance or need. The most recent examples are the demands placed upon airport operators by the Federal Aviation regulations regarding security and certification. We must not let this happen, especially by default. The FAA is accepting written comments on this subject until January 1, 1976—let's get off our duff and take an active part in shaping this new "Airport Noise Policy".

For your information, the statement which we read into the record at the Missoula public hearing contained three recommendations.

1. That the FAA continue and accelerate efforts to reduce "airport noise" at the source which is the aircraft, not the airport.

2. That an advisory circular or handbook be published and distributed which would be strictly advisory and would contain suggestions and/or guidelines alerting airport operators that the potential for a noise problem does exist, ways to avoid a problem before it exists, and suggestions on what to do if and when the problem does arise.

3. That the FAA take a more active and positive role in encouraging land use zoning around airports and in pointing out the need for and benefits to be gained therefrom.

* * * * *

Finally, I want to call to your attention the annual meeting of the Montana Airport Managers Association which will occur on November 20 and 21 in Helena. These meetings have been productive in the past and can be even more so with added participation on your part. Airport managers and airport board members from areas large and small should make every effort to attend. We will look forward to seeing you at this meeting.

WHY FEDERAL AVIATION REGULATIONS?

By: DALE UPPINGHOUSE
Accident Prevention Specialist,
RM-GADO-1

If you were a pilot flying in 1925, you wouldn't have held a pilot certificate. You wouldn't have needed one. Furthermore, you could fly low right down the main street of any city, subject only to what the local constabulary might have attempted to do about it. You could have carried passengers immediately after your first solo flight. Many pilots **did** so. You could attempt to fly in the worst kind of weather in any kind of flying machine. Many did so and many died in these attempts. If a control tower existed at an airport, you could

ignore the flags or lights displayed there. The control tower, if there was one, belonged to the municipality. The government did not operate any control towers other than military before WW II. Every control tower had its own set of signals and an itinerant pilot probably wouldn't know what the signals meant anyway. In short, flying was risky business. Lots of freedom, but risky. In fact, it was downright dangerous. Suppose you bought an airplane. Who would guarantee that it was airworthy? Not the Federal Aviation Administration. There was no FAA. Neither was there any predecessor to the FAA.

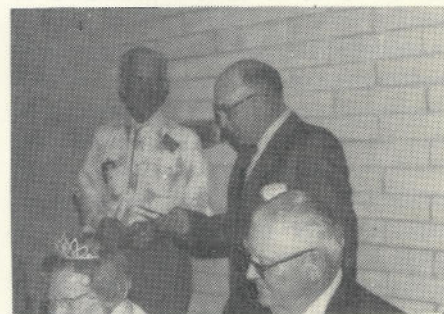
Most of our pilot, aircraft, and traffic regulations are written for our safety, our passenger's safety, the other pilot's safety, even for the protection of the people on the ground that we fly over. Part 91 (General Operation and Flight Rules) is simply a handbook on how to fly safely. It is **not**, as some would complain, a document to ground general aviation, or air carriers, or military pilots. Furthermore, when changes are made to such a regulation, they will be made only for increased safety. We may not always agree as to how safety can be improved through changes, but please remember that safety, not regulation, is the key word. What other country submits proposed regulations or changes to regulations to the flying public for comment and/or modification before they go into effect. (By the way, there have been instances where a proposed FAR has been substantially changed or even dropped by one or two intelligent comments.) Let me urge anyone who feels for or against a proposed rule to make his position and reasons known.

Consider this. Pilots in almost all other countries envy us in our freedom of the air. We can, if we choose, design, construct, and fly our very own airplane with an absolute minimum of red tape. We **can**, weather, wife, and wallet permitting, take off at any time, day or night, and fly to almost any destination we feel

like. The U. S. is about the only place in the world in which you can do this.



MONTANA FLYING FARMER CONVENTION ACTIVITIES



Flying Farmer of the Year, Earl Keister, Conrad, with Loyd Sondreson, Polebridge.



CALENDAR

November 11 — Golden Sentinel, FAA Rocky Mountain Region, Lewistown.

November 12 — Golden Sentinel, FAA Rocky Mountain Region, Glasgow.

November 13 — Golden Sentinel, FAA Rocky Mountain Region, Glendive.

November 14 — Golden Sentinel, FAA Rocky Mountain Region, Miles City.

November 20-21 — Montana Airport Management Association Annual Meeting, Helena.

December 4-7 — National Association of Search and Rescue Coordinators 1975 Conference, Regency Inn, Denver, Colorado.

December 7-11 — Ninth Annual National Agricultural Aviation Association Conference, Las Vegas, Nevada.

January 1, 1976 — Pilot Registration due.

January 27 — Golden Sentinel, FAA Rocky Mountain Region, Bozeman.

January 28 — Golden Sentinel, FAA Rocky Mountain Region, Missoula.

January 29 — Golden Sentinel, FAA Rocky Mountain Region, Great Falls.

January 30 — Golden Sentinel, FAA Rocky Mountain Region, Kalispell.

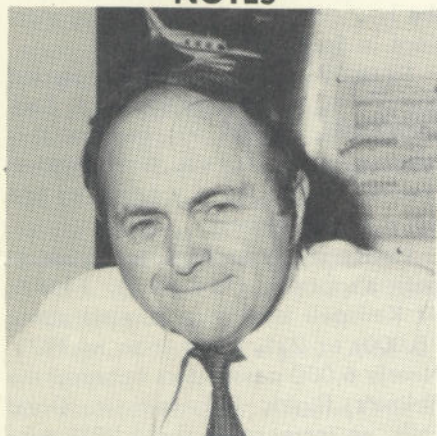
January 31 — **FINAL DATE FOR AIRCRAFT REGISTRATION.**

March 22-26 — Aerial Applicators Training Course, Montana Department of Agriculture, Bozeman.



Luncheon Speakers.

AVIATION EDUCATION NOTES



By: **SAM GRIGGS**, Supervisor Aviation & Space Education

Dean Roberts, Dean of students at Carroll College, Helena, arranged an initial meeting with members of the Associated Students early in May of this year. Your Supervisor of Aviation Education discussed with them the possibility of starting some type of aviation activity in the school. Questionnaires were passed out and also distributed through the office of Father O'Donnell, Academic Dean.

Shortly before the opening of the new fall term, officers of the Associated Students had collected 26 filled-in forms. The character of the returns indicated an avid interest in aviation. Subsequently, the young people began the formation of a flying club, with the approval of school authorities.

The Aviation Education section of

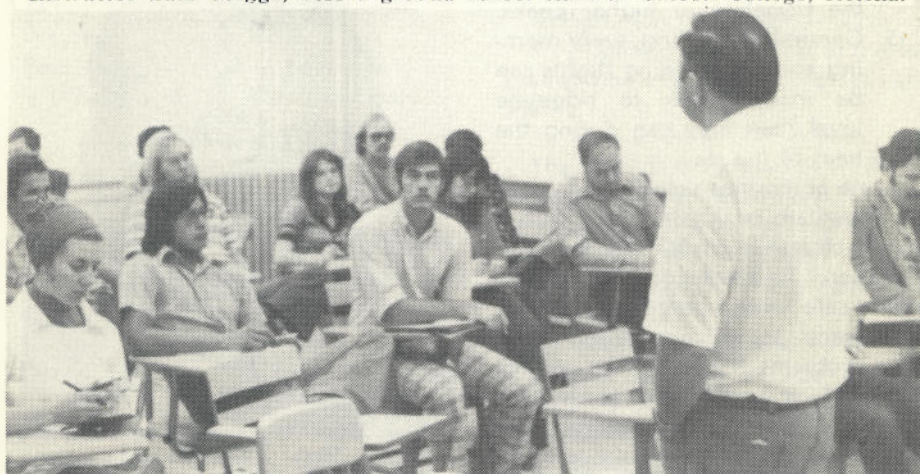
the Aeronautics Division conducted the first flight ground school on Sunday evening October 5 at St. Charles Hall. A surprising number of students—36 all told—signed up for the course. The class reconvened again on Sunday evening October 19 and will continue weekly on this schedule without charge to the class members.

The necessary student flight instruction which follows will be managed by the two fixed-base operators in Helena: Morrison Flying Service and Capital Aero.

Your Av-Ed Supervisor will conduct the full ground school at Carroll and —what is unique—will make the course available to interested members of the public at large.

Text books may be purchased at either of the fixed-base flight operators.

Instructor Sam Griggs, before ground school class at Carroll College, Helena.



MOUNTAIN WINDS— PART II

By: HARRY W. DEMMERLY, Chief
Accident Prevention Program,
RM-GADO-5

(Continued from September issue)

The strongest periods of wind flow are usually seasonal in nature, being strongest in the fall and winter months. In the summer months the strongest wind flow will be found at higher altitudes with the surface areas yielding more thermal effect than destructive turbulence, except under extremely unstable air mass conditions.

A careful study of the wind phenomenon leaves us with some generally acceptable rules of thumb:

1. Ridge level winds in excess of 20 knots indicate that the pilot should proceed with caution. When 30 knots or more—stay on the ground.
2. A mountain ridgeline should be crossed at an angle to allow the pilot to turn away with the least amount of turn should a down flow of air be encountered.
3. Winds aloft over the mountains may come from any direction; however, surface winds tend to flow upward from the valley from around noon until late evening due to the unequal heating of the sunny slopes and shaded valleys.
4. In late evening, a reversal of this flow pattern may exist due to the rapid cooling of air near the ridgeline or higher peaks.
5. Generally speaking, early morning and late evening flights can be made closer to ridgeline level than they can during the heat of the day.

Some authorities recommend crossing mountain peaks or ridges with a terrain clearance of 50% of the land elevation. This technique, while providing safe terrain clearance, generally presents some very strong wind flow problems if proceeding against the wind. It would seem more sensible to conduct the flight during conditions favoring a lower altitude and

to fly the valleys where possible.

It should be understood that the inherent risk of flying over rugged terrain is somewhat increased by the lack of acceptable landing areas in case of an emergency. The proficient pilot will be constantly prepared to turn down slope toward less forbidding terrain while enroute. If an emergency occurs which requires an immediate landing, he has little choice but to maintain precise control of the aircraft as long as possible both in the air and after landing.

HUGHES AIRWEST IN MONTANA

Hughes Airwest expanded into Montana a decade and a half ago to close the gap between the country's fourth largest state and major cities it flies to throughout the Western U. S.

Daily service to its two Montana destinations—Kalispell and Great Falls—was inaugurated with DC-3's on Oct. 25, 1959 by West Coast Airlines, a predecessor company.

Seven years later, the DC-3's were replaced with F-27's and on April 30, 1972, Hughes Airwest's Super DC-9 jets made their first landings at both cities.

Today, Great Falls and Kalispell have direct Sundance service to Seattle and Spokane. In addition, Kalispell has a new non-stop daily jet to Boise, which continues on to Salt Lake City, Las Vegas and Santa Ana in Southern California. Scores of oth-



Bud Moss, Hughes Airwest Station Manager, Great Falls, Montana.



Ken Black, Hughes Airwest Station Manager, Kalispell, Montana.

er destinations can be reached from the two cities via convenient connections in Spokane and Seattle.

Since 1959, the airline has boarded about 180,000 passengers at Kalispell's Glacier Park International Airport and at Great Falls' Gore Field—recently rebuilt into a modern jet-age international airport.

Passenger boardings last year at both airports reached nearly 24,000. At Kalispell boardings totaled about 18,000, or 23% more than in 1973. Nearly 6,000 passengers boarded the airline's flights last year in Great Falls, an increase of about 20% over 1973.

Hughes Airwest brought more passengers into Montana than it flew out in 1974. Inbound traffic to Kalispell jumped 22% to more than 18,000 passengers while more than 7,000 flew into Great Falls last year, an 11% increase over 1973.

The airline contributes its share to Montana's economy. In 1974 it paid nearly \$70,000 in fees, rentals and other services to various state and local agencies, or about 26% more than in 1973.

Hughes Airwest maintains a work force of 14 employees in the state: Ken Black, an 11-year veteran of the airline and its station manager in Kalispell, directs nine employees. Bud Moss, a 20-year company veteran and its station manager in Great Falls, supervises three.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

PRIVATE

Gregg L. Jones, Kirby
Weldon S. Chivers, Colstrip
David D. Jourdan, Billings
Richard M. Morgan, Billings
Anna M. Balavage, Emigrant
Sherill T. Henderson, Sidney
Michael L. Reece, Billings
Earl H. Olson, Columbus
Gary L. Woodard, Miles City
Richard W. McKamy, Billings
James P. Johannes, Wibaux
Preston M. Kappes, Miles City
Ronald A. Jensen, Reserve
John M. Gay, Broadus
Delbert J. Gilchrist, Whitefish
Mark B. Nielsen, Nashua
James A. Rice, Jr., Glasgow
Donald J. Parrott, Roundup
Alan L. Cameron, Lacombe, Alberta,
Canada
Michael A. Smith, Calgary, Alberta,
Canada
C. Maurice Williams, Arizona City,
Arizona
Paul E. Gemberling, Helena
Gerald Dennis McComb, Great Falls
Sidney D. Smith, Helena
Dennis Dean Schubring, Havre
John Wayne Taylor, Missoula
Robert Harold Small, Kalispell
Dock A. Brown, Libby
David W. Goss, Great Falls
George Edward Pifer, Shelby
Joseph N.A.W. Fournier (No address)
David A. Hitch (No address)
Douglas Jack Sterrett, Havre
Theodore W. Madsen, Havre
Terris Vincent Hetland, Hamilton
Michael Charles Rubie, Missoula
John Edward Pistelak, Helena
Alan John Fuzesy, Harlem
Patrick Paris Robert, Dillon
Richard John Ponkivar, Missoula
Eugene C. Wilson, Missoula
Gary Winston Van Auken, Big Sky
Michael Eugene Carlisle, Saline,

Michigan

Douglas Cornell Crary, Choteau
Brian Jack Haynes, Choteau
Robert F. Miller, Great Falls
Robyn Dawn Crary, Choteau
Robert James Monforton, Gallatin
Gateway
Morton Lawrence Doran, Canada
John Wesley Borg, Bozeman
Arthur A. Krueger, Billings
J. W. Richey, Anaconda
Robert Ernest Durocher, Great Falls
Steve Lee Feurt, Great Falls
Gary Douglas Palm, Great Falls
Francis Curtis McNamara, Libby
Robert Steven Peschel, Missoula
Charles Monty Chaffin, Missoula
Ronald Gordon Fisher, Great Falls
Howard Scott Seaton, Missoula

COMMERCIAL

John R. Young, Calgary, Alberta,
Canada
Stephen Arthur Roth, Big Sandy
Bill Alan Brosz, Great Falls
Russel Samuel Sullivan, Kalispell
Harold James Cross, Kalispell

INSTRUMENT RATING

Keith Edward Brownfield, Missoula
Wilfred Alan Werner, Great Falls
Keith Parmelee Johnson, Butte

MULTI-ENGINE RATING

H. Clark Wheeler, Spokane, Wash.
Keith Parmelee Johnson, Butte

MILITARY COMPETENCE

Donald F. Sneek, Fairfield

FLIGHT INSTRUCTOR

Brian Wade Christofferson, Eureka
James Francie Johnson, Missoula
Wayne S. Israel, Billings
Paul Gordon Newby, Belgrade
(ASEL IA Glider-Aero Tow only)

GROUND INSTRUCTOR

James Edward Smith, Fargo, No. Dak.
(AGI, IGI)
Brent Elliot Vetter, Helena (BGI)

POWERPLANT MECHANIC

Edwin Paul DePriest, Palmer,
Arkansas

SENIOR PARACHUTE RIGGER

James Noel Sweaney, Missoula
Edward Michael Leritz, Belgrade

PILOT CONTROL OF AIRPORT LIGHTING

FAA is installing three types of radio controls on selected light systems that can be controlled by keying the microphone. These controls will operate full time where a tower or FSS does not exist. Where a tower or FSS operates on a part time basis, the controls can be activated by the pilot when the tower or FSS is not manned.

Each type control can be activated for 15 minutes by keying the microphone 5 times in 5 seconds. The 3 step system can be adjusted to high or low intensities as shown below. The 2 step system can be adjusted to medium intensity only after the system is activated. The third system will turn on a light system but cannot be adjusted. Each sequence of microphone keying provides 15 minutes of lights from the time of activation.

Radio Control System	Key Mike	Intensity
3 step light system	7 times in 7 seconds	High
	5 times in 5 seconds	Medium
	3 times in 3 seconds	Low
*2 step light system	5 times in 5 seconds	High
	3 times in 3 seconds	Medium
	5 times in 5 seconds	Lights on

(Rwy lights, Reil, or VASI)

*Must be activated to High intensity before MEDIUM may be selected.

This system will be indicated on the Instrument Approach Procedure (IAP) chart, below the Minima Data as follows:

Examples of approach chart entry:

3 Step MALSR RWY 25—122.8, or

2 Step MALSR RWY 25—122.8, or

Activate RWY 25 MIRL—122.8

This lighting is available at the following Montana airports: Forsyth and Shelby.

The first Aero Exhibition in America was held in New York in 1906 in connection with an automobile show in the 69th Regiment Armory, under the auspices of the Aero Club of America.

Regular air-mail service was inaugurated May 15, 1918 between Washington, D. C. and New York City, operated by the Army.

ATTENTION ALL COURTESY COPY READERS

Because of increased printing and postage costs, we are trying to cut our mailing list. We will delete all copies to everyone except registered pilots unless we hear from you by December 1. If you wish to remain on our mailing list, please fill out the form below and return to Division of Aeronautics, P.O. Box 1698, Helena, Montana 59601.

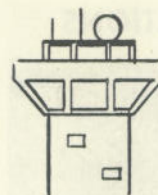
People failing to reply will automatically be removed from the mailing list.

Please keep me on the mailing list ☐

I do not wish to receive Montana and the Sky ☐

Name _____

Address _____



TOWER OPERATIONS

	Total Operations	Instrument Operations
AUGUST 1975		
Billings	10,898	2,192
Great Falls	10,513	2,916
Missoula	7,107	497
Helena	5,470	610

SEPTEMBER 1975		
Billings	10,281	2,093
Great Falls	11,721	2,763
Missoula	8,855	667
Helena	5,377	554

In July, 1907, an Aeronautical Division was established in the Office of Chief Signal Officer, U. S. Army, marking the beginning of an Army Air Force.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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